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SITE VISIT
HALMSTAD (SE)
29/04/2019

Site representative(s) present: Kajsa Sparrings City Architect
Alexandra Zoerner, Planning Architect
Emeli Cornelius, Planning Architect

Number of participants: 8

Information / presentation by site representatives: /

Minnesanteckningar rundvandring

There were no questions before the tour started.

The tour started at the town hall (1). It was clarified that the buses go through the city center, passing by the project site for Österskans (2) and on to the train station. Connections between the city center and the central station area are important for the project. By Nissan the municipality is going to strengthen the parks/gardens and the pathway along Nissan.

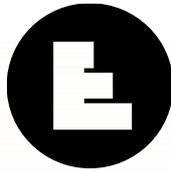
At the crossing between Fredsgatan and the railway tracks (3) it was clarified that today Stationsgatan is perceived as a primary road along the railway track to the city center, we would like to make it more like a city street where pedestrians and bicycles are prioritized.

The area (Hammarsgatan) between the two apartment buildings by the pedestrian and bicycle bridge (4) has a strong private feeling.

At the new pedestrian and bicycle bridge (5), all the development areas were pointed out. We clarified the segregation between the cities west and east side and pressed the importance of creating links, "bridge" the existing barriers, think of the logistics and that Halmstad Travel Centre is an important focal point.

It was clarified (see appendix nr.2) that the regional bus terminal, the new pedestrian and bicycle bridge over Laholmsvägen, the bus stops alongside Laholmsvägen and the railway track must not be moved or changed. The pedestrian bridge over the railroad tracks are removable. (6)

Overall, the municipality's idea of the travel center is to collect all types of traffic at one focal point (hub) and build a new Travel Centre. Today is the links between different focal points unnecessarily long and unclear. It should be easy/close to switch between bus and train and also between bicycle and bus/train.



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“Studentparken” (south) was visited (7). It was pointed out that the area had insufficient logistics. The area connects to Bolmensgatan, which today is a blind alley. The existing building beside the park can be disregarded and the area can be used freely.

The existing rail road station (8) is part of a national interest for cultural heritage and the building is valuable (rated by a valuation group with relevant competence). Further the needs of new connections between east and west. The project for “Tullkammarkajen” includes the “Järnvägsparken” (9) and new bridges for pedestrians and bicycles over Nissan (10).

The area for the Travel Centre are close to the city center, but is not experienced so. The tour continued along Bredsgatan, Nissan, over Viktoriagatan, past the castle (11) and ended at the backside of the town halls (12).

Appendix:

1. Map with the tours stop point
2. Map with the areas that are not allowed to be moved or changed (blue), except the railway tracks.
3. Tullkammarkajen and Österskans competition
4. Pictures of the existing railway station

Questions:

Question 1: Is there any blueprint, information available for project Österskans?

Answer: Implementation of the winning project has begun with a development of a detailed plan for the area. Right now we do not have any blueprint to show. Two pictures over the winning project is available.

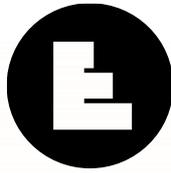
Question 2: What do the property owners and residents think about the connection between their buildings (Hammarsgatan)?

Answer: During earlier phases in the project “Resecentrum” (central station) the owners have not had a positive opinion about more movement/activity close to their buildings. Before the new bridge over Laholmsvägen where built the area close to the buildings had some trees and greenery between them and Laholmsvägen and only people that had an errand to the nearby buildings moved on Hammarsgatan.

Question 3: Do we need to retain all the newly planted trees?

Answer: All trees are movable. Next phase is planned to start too be built in about 10 years, until this can begin we need to have a temporary solution that is appealing.

Question 4: Are we allowed to change the regional bus terminal?



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Answer: The regional bus terminal should be retained. The logistics can be changed if good solution can be presented. The logistics for the regional bus terminal is also designed to be used as parking for busses going to the new hotel (project Kilot), which must be offered nearby also in the future.

Question 5: I there some thoughts behind the long distance to parking for bicycles?

Answer: No. New, better and innovative solutions are welcomed. We prioritize bicycles and bus traffic. It should be easy for these transportations to get to the travel Centre.

Question 6: There are a lot of driveways (feeder) and car-driven areas today. Are all needed?

Answer: Other solutions can be proposed, but there must be a driveway (feeder) for cars and taxis close to the platforms and the regional bus terminal.

Question 7: Is the platform roof protected?

Answer: No, it is only the roof for the regional bus terminal that should be retained.

Question 8: Is the existing railroad building protected?

Answer: It is part of a national interest for cultural heritage and the building is valuable to class B. The building is rated by a valuation group with relevant competence and there are three classes (A, B, C). The building has a high cultural-historical value and changes must be adapted to the character of the house in terms of form, material and style.

Protocol written by:

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